

From: [REDACTED]
To: [Norfolk Vanguard](#)
Subject: Matthew Brockis Oral Submission for Hearing 24042019
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Attachments: [Matthew Brockis Oral Submission 24042019.docx](#)

Attached is the Oral Submission for Hearing 24042019

Regards
Matthew Brockis

Norfolk Vanguard
Open Floor Hearing
24.04.19
Matthew Brockis

I firstly agree with all comments made by other speakers from Cawston Village and fully support renewable energy and encourage more.
I however question the safety of this proposal.

Traffic Risk Assessment.

1. Has a Traffic Risk Assessment for the B1145 (through Cawston Village been conducted)?
2. Where can this be found and when was it conducted?

The Health and Safety Executive states that a risk assessment should be undertaken "every time there are new machines, substances and procedures, which could lead to new hazards."

An increase in traffic of this size and nature constitutes a new hazard to the public and property's alike.

3. To complete a risk assessment correctly all relevant data is required otherwise the result of the assessment is invalid!

Based on standard risk assessment models the applicants do not and can't have all the correct and relevant data to conduct a full and valid Risk Assessment!

1. No structural checks on properties or walls bordering the highway have been conducted or any form of inspection of properties, cellars etc by the applicants.
2. Applicants have not approached residents with properties directly on the Highway for information regarding the properties.
3. Traffic estimates have fluctuated wildly over the past months.
4. Traffic Vibration and Noise tests were conducted at White House Farm in February 2019. (Out of season for Tourists and Farming movements resulting in significantly lower traffic volume)
5. Noise and Vibration monitors at White House Farm were positioned close to a wall so giving an inaccurate result.
6. Late running vehicles (vehicles running outside of stated working hours due to delays)

Before any mitigation for risks or traffic management can be considered correctly the risks must be known fully, as the applicant hasn't collected all the relevant and valid data no mitigation plan can be correctly formulated.

Cawston Village combines many elements to be considered that can easily be underestimated as they do not fit the standard scenario's that most models are built on. E.g. Grade 2 listed buildings directly on the B1145 with no separation even by pavements, buildings with cellars, property boundary walls directly on the highway, public safety, cars parking on the road, school bus stops, blind corners, restricted road sizes all within one short high street.

My own property, White House Farm is a grade 2 listed building that is situated directly on the B1145 at one of the main pinch points in the village. The main entrance/exit is directly onto the highway and as White House Farm is the corner of High Street and Chapel Street the exit is onto a blind corner. This makes exiting the drive way dangerous with current traffic volume!

This is the access/driveway to the property for vehicles (Personal, Delivery and emergency services) and people [REDACTED]

As is the case with many properties in Cawston they are directly onto the highway, this means all deliveries can only be accepted with vehicles parked on the highway – this includes in my case heating Oil tanker delivery's. This type of event with the currently proposed management plan would bring the highway to a halt.

Some figures state approximately 1 HGV every 7 minutes and this in its peak comes down to approximately 1 HGV every 1 minute, this combined with all other site, general traffic it will be impossible to exit my property from its drive way.

4. What is the applicants project overrun estimates due to traffic issue, delivers unable to get through and achieve tight schedules they are proposing.?
If delivery schedules are not meet of any reason would this mean violating the agreed working hours or extension of the overall project?

Within all sectors of the construction/engineering industry delivers are vital part of the operations and impacts massively on the schedule and profitability of any project. This in mind I do not believe that the applicant hasn't accounted for this and hasn't internally at least accounted for these types of scenarios.